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(late of "Tang Yuen"). [41]
Hongkong, 27th June, 1905.

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27, CAINE ROAD.
Hongkong, 20th September 1905. [673]

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Hongkong, 8th August, 1905. [1243]

SUPREME COURT.

Wednesday, June 20th.

IN BANKRUPTCY JURISDICTION.
BEFORE THE FULL COURT.

APPLICATION FOR A RETRAIT.
Application was made for a re-trial of the issue between the Official Receiver and Wong Ka-chung to decide whether the latter was or was not a partner in the Lai Hing Bank at the time of its bankruptcy. The trial of the issue ended very sensationally by seven witnesses against the defendant being committed to prison for perjury. Mr. E. H. Sharp, K. C., and Mr. H. P. Lockhart, K. C., instructed by Mr. G. K. Hall, Esq., for the appellants, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, appeared for the respondents.

At the outset of the proceedings, the Chief Justice said:—Before I call on counsel to argue I wish to draw attention to two points in connection with the case which have been put before me. In the first place, there has been a disregard of the order of the Court with regard to the official document, which is the summing up which I gave in the trial. That document has not been put upon the file. In the second place, I find a document put upon the file without any grounds, which I have looked through and which I gather is the first draft of the summing up as it came to me from the shorthand writer with corrections which I suppose are the corrections which I made in it. Thirdly, I find an affidavit made by the shorthand writer put upon the file, in which he avers to it another version of the summing up. Now this, in addition to disregarding the order of the Court with regard to the official version of the summing up, puts upon the file an affidavit made, without any application to the Court, by one of the officers of the Court. That seems to me a most extraordinary proceeding. Again it puts upon the file documents which are the official property of the Court. I cannot conceive how such a thing could have been done, and I shall be glad if Mr. Sharp can give me some explanation.

Mr. Sharp:—Do you wish me to explain?
The Chief Justice:—Yes, before we make an order. There will be of course an order made.

Mr. Sharp:—We thought it was on the file.
The Chief Justice:—Which, the official record?

Mr. Sharp:—The printed document.
The Chief Justice:—This is a file given to me by the officer of the Court in which the most important document is conspicuous by its absence. The printed file is the only authorised version of the summing up.

The Paines Judge:—It was not on the file. It was only handed to me recently.

The Chief Justice:—The next point is why an affidavit should be put upon the file together with two other documents, versions of the short, hand writer's notes, which I can only suppose are put upon the file for the purpose of challenging the summing up. The affidavit is made by an officer of the Court, no application having been made to the Court for permission to avail themselves of the services of the official.

Mr. Sharp:—May I say something?
The Chief Justice:—Two documents are put upon the file which are the official property of the Court and which have no business whatever to be in the possession of anyone else. The first is the summing up which follows the copy of my notes in which a series of corrections are made in red ink, which I infer are corrections which I myself made on the first draft.

Mr. Sharp:—I understand that is so. I have not seen it.
The Chief Justice:—I cannot conceive what right parties have to take documents without the permission of the Court. These documents are the official property of the Court.

Mr. Sharp:—I think it was understood there was permission.
The Chief Justice:—There has been no application made to me for permission.

Mr. Sharp:—Application was made to the Registrar.
The Chief Justice:—The only person who can give authority to make use of official documents is the Chief Justice.

Mr. Sharp:—I understand application was made to the Registrar, who, I think, is generally supposed to express your Lordship's views on these points, and consent was obtained from the Registrar, and we made the alterations from that.

The Chief Justice:—The printed copy should be on the file.
Mr. Sharp:—I will take the printed copy.

The Chief Justice:—It is most extraordinary document.
Mr. Sharp:—I understand this was not known until a few days ago, and that the only copy of the summing up was that which we received from the Registrar.

The Chief Justice:—It is a private document. It has no business to be in anybody's possession. The next thing is that an affidavit is obtained from an officer of the Court and another copy set up for the purpose of challenging the official copy.

Mr. Sharp:—I think your Lordship is under a misapprehension. As I understand it, this printed copy was not known to exist until quite recently.

The Chief Justice:—The printed copy has been in the Registry for the last two months.
Mr. Sharp:—We did not know that.

The Chief Justice:—I thought it was understood from the very first that all these documents, these official copies, could be obtained at the Registry. I had this copy in my hands certainly two months.

Mr. Sharp:—I can only repeat that we went to the Registry and got a copy.
The Chief Justice:—All I can say is, it is a very grave mistake on the part of the Registrar. That, however, does not explain the fact that an

officer of the Court has been asked to make an affidavit setting out another copy of the summing up for, I suppose, the object of challenging it.

Mr. Sharp:—We quite accept the point now we know that it exists. We are going to argue on the point.

The Chief Justice:—I want to explain that it is absolutely improper.
Mr. Sharp:—We take your explanation.

The Chief Justice:—Forgive me. It is absolutely improper, if the judge's summing up is to be challenged, to go behind his back and get an affidavit from an officer of the Court.

Mr. Sharp:—There is no intention to challenge your Lordship's summing up. We take your point as official. That was our intention before we came into Court.

The Chief Justice:—I am objecting entirely to the procedure in getting an affidavit from an officer of the Court filed without the permission of the Court.

Mr. Sharp:—That is a subtle question. We did not know that he was an officer of the Court.

The Chief Justice:—I have explained at least half-a-dozen times. When he is authorised to take a note by the Court then he is an officer of the Court. I cannot understand there being any misconception. These two documents, the affidavit by the shorthand writer and this other copy—must be taken off the file.

Mr. Sharp:—There is not the smallest objection.

The Chief Justice:—It is not a question of objection at all. I am saying that very improper proceedings have been adopted.

Mr. Sharp:—The impropriety is only on the Registrar, who furnished us with the copy which we have put upon the file.

Mr. J. W. Lee Jones, Deputy Registrar, made a statement to the Chief Justice relative to the Registrar, but this could not be heard from the Press.

The Chief Justice:—That applies to one document. I am referring to the affidavit of the shorthand writer which has been put in without the authority of the Registrar.

Mr. Sharp:—May we ask for direction in the future? Supposing in another case we wish to have a certified transcription of notes, is not the proper person to certify the shorthand writer?

The Chief Justice:—No, certainly not. He is not an officer of the Court except so far as he is authorised by the Court to take notes. I thought anybody understood that. We could not ask the Government for sufficient money to provide with a shorthand writer absolutely. We have sufficient funds for a shorthand writer when required by the Court.

Mr. Sharp:—If outside that he takes notes, speculatively it may be—he is not the proper person to certify that that note is a correct note?

The Chief Justice:—No, not when he is not authorised by the Court; if he takes any notes he does so as a newspaper correspondent.

Mr. Sharp:—Is not a newspaper correspondent the proper person to certify the correctness of the evidence?

The Chief Justice:—As against the judge's note of evidence?

Mr. Sharp:—Yes, I think that that is the practice at home.

The Chief Justice:—That is a question which we can consider and put before the Court in the usual way. If the judge's notes are to be challenged and if you want to put a newspaper reporter in the box, then well and good.

Mr. Sharp:—I think the proper course would be not to put him in the box, but to file an affidavit. I am not speaking of the summing up. I submit that is the only way we can bring the notes of evidence properly before you. It may properly be used as supplementary to the judge's notes. To challenge is not the word I should use.

The Chief Justice:—That is another matter altogether. If that is to be done, let the proper procedure be followed. As to the other, it is quite outside the point.

Mr. Sharp:—At the time we did not know there would be any proper copy before the Court.

The Paines Judge:—I had does not explain the third one. You get a copy from the Registrar and put in another one as well.

The application was then heard.
Mr. Slade took a preliminary objection that the application was out of time.

After discussion, Mr. Slade withdrew his objection.

Mr. Sharp, in opening, said the grounds of his application for a new trial were that the judge in the first instance misdirected the jury in a number of matters, also that the verdict was against the weight of the evidence, and further upon the ground of the discovery of new matters of evidence since the trial which could not have been adduced then. Counsel addressed the Court at length on the first head.

After the jury had been misdirected.

After the jury had been misdirected, and consulted with the Paines Judge and they found no reason for admitting the shorthand writer's notes as evidence.

Mr. Sharp then asked his Lordship to note the fact that these notes were by the man whom the Chief Justice had appointed as official reporter.

The Chief Justice replied that he had every confidence in the shorthand writer.

The hearing was adjourned.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Touche*, with the next French mail, left Singapore on Wednesday, 20th inst., at 6 p.m. for the port via Saigon.

The C.P.M. str. *Empress of China*, from London, left Singapore on the 19th inst.

The N.Y.K. str. *Wakana Maru* (Bombay Line) left Bombay for this port via Tuticorin and Singapore on the 10th inst.

POLICE COURT.

Wednesday, June 20th.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

REMOVED BEING SEARCHED.
A native schoolmaster from Kowloon City was charged with assaulting a constable at Yaumati on Tuesday.

From the evidence it appeared that the schoolmaster was taking an afternoon walk, and carried a bundle under his arm. Being rather large, the constable decided to search it, but as the schoolmaster would not allow him he was taken in charge. As the constable held the defendant's queue, and they were walking quietly along, the defendant suddenly turned and tried to strike the constable on the face with his umbrella. The policeman ducked, and the blow missed its mark, but was followed by several others which fell on his head. Eventually he got the defendant to the station.

His Worship imposed a fine of \$10.

A DOUBLE LARKEN.
The case was concluded in which Chan Tsai, an apprentice of Sa Tsui, tailor, of 36, Bridges Street, was charged with the larceny of clothing and money, to the value of \$187.80, from his master. District watchman Li Tsing was also charged with the larceny of the said goods from the first defendant.

His Worship ordered the first defendant to receive twelve strokes of the birch, and sentenced the watchman to six months' imprisonment with hard labour, and six hours' stocks.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

AN INDOLENT FIREMAN.
Captain Mitchell of the S.S. *Siam* charged an Indian fireman with refusing to do his duty on board that vessel on Tuesday.

Defendant said he could not work because he was ill. He was ill-treated on board, and knocked and kicked about like a football. On one occasion he was kicked, fell against the furnace and was burned. He was also handcuffed to a stanchion and punched.

Captain Mitchell said the defendant signed on on the 13th instant, and when he left Singapore for Hongkong he received a month's wages in advance. From the time the ship left Singapore until he arrived here the defendant did only two hours' work. He complained of being ill, but was examined by the doctor who certified that nothing was wrong with him. When told by the chief fireman to go to work the defendant threatened to stab the fireman.

Defendant:—No sign for work, no sign for sleep.

His Worship:—This is similar to a case we had the other day. It seems to me that these men sign on for a month's work with the intention of not doing a stroke. (To defendant)—You will go to goal for 21 days, with hard labour.

Defendant:—Very good.

A COMPROMISE IN TROUBLE.
Captain Mitchell of the S.S. *Siam* charged the crew of the said vessel with aiding and abetting 144 stowaways.

Mr. John Hastings prosecuted, and Mr. P. W. Goldring of Messrs. Goldring and Barlow represented the defendant.

Mr. Hastings stated that the *Siam* left Hongkong for Singapore on May 5th, and according to her certificate was only entitled to carry 1,073 passengers. Before she left the passengers were counted in the presence of the health and landing officers, and there were found to be 1,065 on board. This was some hours before the ship actually left the harbour, and no doubt the balance of the passengers were secreted on board. She left the harbour in the evening, and a day or two before arriving at Singapore the passengers were counted by the Chief Officer assisted by the defendant. On that occasion there were 1,110 counted by heads, but counting children as one half there were 1,075, that was two over the number. On arrival at Singapore the health officer boarded the vessel with the Chinese Consul-General; the passengers were counted and they found 1,441 in excess. It was quite evident that these passengers must have been put on board after the counting at Hongkong, and when counted on the voyage they must either have been stowed away in some bunker or hold of the ship where they could not be seen, or else it was possible that the same tickets were used twice and passed back to other passengers. The defendant supplied food to passengers, and was paid by the company so much a head for supplying each passenger on the voyage. Therefore he must have known the number on board, and did not have supplied food to excess passengers without knowing they were there. He must have been cognizant of the fact, and by supplying them with food he aided and abetted them. He would call a witness who would say that the company said he was himself responsible for stowing away 367 passengers.

Evidence for the prosecution was heard, and on the application of Mr. Goldring the case was adjourned to enable him to see his client.

The *Yellow Dragon* for June, an interesting number, contains the following obit from Mr. A. J. May, who reached England on April 29th:—"I shall be much obliged if you will kindly put a little paragraph in earliest edition of *The Yellow Dragon* stating that I have reached home, and I take this opportunity of thanking you and all who took part in the very magnificent send-off that I received, and which greatly impressed my fellow-passengers on the *Wakana*, so that I was quite lionised by one and all on board. Among my fellow passengers, was Bishop Wilford, and soon after we had started, he came up to me and said that he had never seen anything like it in his life, and he felt a little inclined to be jealous, for when he left Harrow he had not such an enthusiastic crowd of admirers to see him off."

CHINESE V. SIKHS.

EXTRAORDINARY BOYCOTT AT SINGAPORE.

The following notice was issued by the Chinese Advisory Board, Singapore, on June 6th:—"Recently a Sikh constable was presented for attempting to outrage a Chinese woman in St. John's Island and was convicted and sentenced to 4 months' rigorous imprisonment by the Police Magistrate. The constable was disallowed and appealed to the Supreme Court and the conviction was quashed by the Judge.

On this account, the Chinese showed great displeasure and advised people to dismiss all the Sikhs in their employ. This is making a mountain out of an ant-hill, of which the Board do not approve, and, moreover, to advise the Chinese to do this is really injuring the good name of the Chinese. Why? To put the blame upon the people of a country for the crime of one person, even though that person is a person of good fame and position, is still unadvisable. He is much more so, when that person is a member of the lower class of society? The Board has another argument. The number of Chinese dwelling and trading in India is not at all small. If one or two of them were to commit an offence and if the whole of the Indians were to put the blame upon all the Chinese, let us then ask ourselves could we submit to such a treatment? Singapore is a British dependency and not a Chinese possession. Many of the Chinese in this part of the world are foreigners, but the Sikhs are British subjects. It is right and wise for foreigners to do an injustice to British subjects and expect the Government here to remain passive? We, the Chinese, living under British protection, have all along been enjoying wealth and peace, and if we all of a sudden were to be told by the Government to dismiss all the Sikhs, we should be very much surprised and feel ashamed of ourselves. As to the manner spread by ignorant persons, to the effect that the said constable was allowed by the order of the Governor to be at large and out of the clutches of the law, it is absolutely false and groundless. The members of the Board are all acquainted with British laws. In British countries there is a judge, or a magistrate, (trust me) who is a fair and honest man, and a decision is given after duly weighing the strength of evidence. After a case has been entered the Governor has no power then to interfere in ordering the release of the prisoner. This is the British law which is well-known to the members of the Board. Notice is therefore given to the wise and sensible who will wisely go back to the old custom. All should ponder over this, to do the arrangements at St. John's Island, the Board will make application to the Government to cause such improvements which may meet the desire of the Chinese people. Urgent! Urgent! Notice!"

The *Straits Times* gives the following additional particulars:—

As will be seen above, the Chinese and the English are now given an important notice, which is being passed all about the town, in reference to the boycott of Sikh employees by Chinese residents in Singapore. The document is the outcome of certain conferences which, we understand, have been taking place between Mr. Barnes, Secretary for Chinese Affairs, and the Chinese Advisory Board, and we congratulate both on so worthy an outcome of their conferences. By this notice all Chinese employees are warned and advised on several grounds to drop the boycott and take back the Sikhs. We need not enter into any discussion of this part of the question, as the notice speaks for itself clearly and reasonably, but we must say something about a notice which was previously issued, not by the Board, but by a party who has since been belted from the place. This objectionable notice, we expect, was what caused all the trouble. It was printed and distributed in the shape of a small circular, and it urged every Chinaman who employed a Sikh to get rid of him forthwith or as soon as possible. Some Chinese gentlemen carried away by their impetuosity acted upon this ill-advised advice and discharged their Sikhs, others proceeded more slowly in the same direction and notified their Sikhs they would be discharged at the end of the current month. Most of these gentlemen, we hear, have written down the notice of discharge and others are moving into line with them; and it is probable that the boycott will cease very soon. We do not publish the names of the Chinese gentlemen who have been connected with this most unfortunate movement or of those who have wisely abstained from having anything to do with it. Comparisons are not always pleasant reading, and in this case, perhaps, had it not been so, and if the boycott is to be a bygone, it shall be treated as a bygone and nothing more need be said about it beyond the expression of a hope that the man who started the boycott with the abominable notice should be deported from the Colony or the native States to which he may have fled.

DEATH OF REAR-ADMIRAL BYTHESSEA.

We regret to announce the death of Rear-Admiral John Bythess, V.C., which occurred late last month at his residence, 22, Ash-neth-place, South Kensington. Admiral Bythess, who was born on the 15th of June, 1837, was one of the best of the late R. V. J. Bythess of Freshford, Somerset. He was educated at Grosvenor College, Bath, and entered the Royal Navy in 1858. He was promoted to be a lieutenant in 1861. His first active service was seen in the Baltic during the Crimean War, when a vessel of his command was used for him the *Victoria*. The incident was then reported in the *Globe* on the 29th of February, 1857, that the *Victoria* was insured January 29, 1856. On the 9th August, 1854, having a command of the *Victoria*, he was ordered to the island of Warda in charge of a mail and despatches for the Russian General, Lieutenant Bythess obtained permission for himself and William Johnston, stoker, to proceed on shore with the view to intercept them. Being disarmed and well armed they were taken to the shore on the 22nd, when the mail bags were landed close to the spot where they lay secreted in the bushes. The mails were accompanied by a military escort, which passed close to them, and which, as soon as it was ascertained that the road was clear, took its departure; availing themselves of this opportunity Lieutenant Bythess and the stoker attacked the five men in charge of the mail, took three of them prisoners, and brought them in their own boat on board the *Arrogant*. For this daring deed he was given the command of the *Island*, when he took part in the attacks on Sevastopol and Bomarsund. During the Chinese War of 1858-60 he did good service at the taking of Peking Forts.

There is little doubt that the main defect in our present system is that it aims at imparting knowledge rather than at training capacity and forming character. The criterion of success must be the interest that the pupils take in what they observe and read; and they must leave school with quickened interest rather than a store of facts in their memories.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-64) \$38.00
No. 4 CARTRIDGE (25-13-04) \$50.00

LONG, HING & CO.

No. 17, QUEEN'S ROAD.

WE STOCK ONLY

THE ORIGINAL

CANADIAN CLUB WHISKY.

DISTILLED AND BOTTLED

BY

HIRAM WALKER & SONS, LTD.,

WALKERVILLE, ONTARIO, CANADA

PRICED CASE, 12 BOTTLES \$20.00

SOLE AGENTS:

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

TELEPHONE NO. 123.

LITTLE ONE
ONE SOLID SORE

Covered With Scales and Scabs From Head to Foot—Doctors and All Other Remedies Had Failed—Skin Now Smooth and Clear.

ANOTHER WONDERFUL
CURE BY CUTICURA

Writing under date of Sept. 7, 1904, Mrs. Mattie Shaffer, of Cumberland, Mass., says: "Some time ago I ordered and received your wonderful Cuticura Remedies, which I used on my little afflicted babe with wonderful results. I had tried many other remedies without any benefit whatever, and Cuticura came to the rescue when my doctors and all other remedies had failed. One doctor pronounced it a miracle, the other exclaimed, 'The little one was one solid sore, with scales and scabs from head to foot, when I started using Cuticura Soap and Ointment. The result was wonderful, and now my baby's face and body are smooth and clear.'" (Signed) Mrs. Mattie Shaffer.

THE DUTY OF MOTHERS
At the First Sign of Disfiguring Humours Is to Use Cuticura the Great Skin Cure

Every child born into the world with an inherited tendency to blemishing, disfiguring humours of the skin and scalp, becomes an object of the most tender solicitude, not only because of its suffering, but because of the dreadful fear that the disfigurement is to be lifelong and mar its future happiness and prosperity. Hence it becomes the duty of every mother of such afflicted children to acquaint themselves with the best, the purest, and most effective treatment available, viz., the Cuticura Treatment, consisting of warm baths with Cuticura Soap, and gentle anointments with Cuticura Ointment, the great Skin Cure, and purest and sweetest of emollients. Cures made in childhood are speedy, permanent, and economical. Cuticura Soap, Ointment, and Pills are sold throughout the world. Beware of cheap imitations. Write for a free book, "How to Cure Disfiguring Humours." (Signed) Mrs. Mattie Shaffer.

BAGDAD RAILWAY.

ENGLAND'S LOST CHANCE.

The *Cologne Gazette* has published a long and probably semi-officially inspired telegram from Berlin regarding the approaching Anglo-Russian entente, as described in the *Standard*.

The telegram says, regarding the proposals concerning the Bagdad Railway:—"The German Bank held a full conference for the whole line as far as the Persian Gulf. This is a well-known fact, over which, of course, neither Russia nor Great Britain has any control, and in the possession of which the German Bank must be protected by the German Empire."

"The plan for British control of the railway from Bagdad to the Persian Gulf, in our opinion, not only comes into consideration, owing to Germany's position of proprietorship. The original intention of the German conference aims to finance the undertaking with international and especially with British money, but at the time through Great Britain declining to join in, and only French money became a participant in what was originally a purely German enterprise."

"If Great Britain has altered its point of view, and, perhaps Russia, would like to participate financially in the undertaking, it will at all events be necessary for both contracting States to have an explanation with German interests and the holders of the concession."

"We can only assume that the present British Government, if it desires to obtain joint control of the southern part of the Bagdad Railway, can have no other method in its mind than this, and we can only believe that it is in no way inclined to inaugurate a policy which would mean an infringement of German rights."

The *Berlin Morgen Post* says an arrangement is on the point of being concluded between Germany and Great Britain in regard to the Bagdad Railway, on the following basis:—

As far as Bagdad the line shall be German; thence to the Persian Gulf the railway shall be British, that is to say, under British control.

In compensation for this concession England will allow Germany to occupy one of the Turkish islands—Cyprus or Rhodes.

This seems to be a more guess.

POPE SLIGHTLY FEVERISH.

BUT NO CAUSE FOR ANXIETY.

Any alarm that might have been caused by our recent telegram reporting the illness of His Holiness the Pope must have been diminished by the absence of further messages. On the principle of no news being good news, a mail paper arriving yesterday, dated May 21st, provided additional reassurance. It says:—

The indisposition of the Pope, which is due to the severest attack of gout which his Holiness has experienced since his election as Pontiff, assumed a graver proportion in the eyes of the public by reason of the fact that he was unable to descend to St. Peter's to take part in the solemn ceremony of the martyrs of the Dominican Order who were killed in Tonkin. Everyone who knows how particular his Holiness is in attending functions like that regards his absence as a grave sign.

In reality, however, the Pope's condition is not serious. He is slightly feverish, and feels considerable pain in his knee, so that he is obliged to remain in bed. A rumor was circulated that Professor Mazzoni, who operated on Pope Leo XIII., had been called to the Vatican, but it proved to be untrue.

SIMPLON TUNNEL.

KING VICTOR'S SPEECH.

The official inauguration of the Simplon tunnel by the King of Italy took place on May 19th, as announced in our telegram.

The royal train consisted of seven coaches, drawn by two powerful steam locomotives, the electric traction installation not being completed. As King Victor Emmanuel alighted, the President of the Swiss Confederation advanced and shook hands with his Majesty, and, after the usual exchange of greetings and congratulations, the King and the Swiss President followed by their suites, inspected the guard of honour. His Majesty was wearing the undress uniform of a general of infantry, without decorations. The President of the Confederation, speaking in German, proposed the health of King Victor Emmanuel. The President said he was happy to have an opportunity of presenting the King of Italy on Swiss territory. He congratulated all concerned on the completion of the Simplon tunnel and expressed the hope that the new means of communication would serve to increase the commercial intercourse between the two countries and to draw closer their friendship.

King Victor Emmanuel, replying in Italian, thanked the Federal Council for the kind welcome, and for the reception accorded to him. His Majesty said he was happy to be able to express, on Swiss soil, and on so solemn an occasion, all the sympathy he felt for the industrious Swiss people. He rejoiced at the new material which had just been added to the numerous ties already uniting the two countries, and which would render the cordial friendship of Switzerland and Italy indissoluble. He paid a grateful tribute to the men who had conceived the idea of this important work, and to those who had put it into execution. His Majesty concluded by drinking the health of the President of the Swiss Confederation and the members of the Federal Council, and to the prosperity and development of the Swiss people.

The toast was drunk with full honours, the orchestra playing the Swiss National Anthem.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Canton, A.H.C., 5th St. Telephone No. 12.

NEW ADVERTISEMENTS

THE EASTERN EXTENSION, AUSTRALASIA & CHINA TELEGRAPH COMPANY, LIMITED.

Referring to the Notice of 20th March last, Senders of Telegrams are hereby advised that from the 1st July next charges for Telegrams will be subject to revision (after three months) be collected at the rate of THIRTY-NINE CENTS to equal ONE FRANC.

A. B. SKOTTOWE, Superintendent. Hongkong, 20th June, 1906. [128]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On SATURDAY, the 23rd June, 1906, at 2.30 p.m., at their SALER ROOMS, No. 8, Des Voeux Road (Corner of Lee Hoong Street), A QUANTITY OF MISCELLANEOUS ARTICLES.

Comprising:—JEWELRY, NAVAL TELESCOPES, SEXTANTS, BINOCULARS, SILK UMBRELLAS, LADY'S DRESSING CASES, ELECTRIC MACHINES, RAINCOATS, BOOTS, SILVER CLOISONNE VASES, HANDBAGS, GUITARS, HATS, CAPS, FANCY GOODS, &c., &c., &c.

Also:—CLOCKS, BENSON'S GOLDWATCHES, DIAMOND RINGS, PINS and ENGLISH GOLD CHAINS. Catalogues will be issued. Terms—As usual. HUGHES & HUGHES, Auctioneers. Hongkong, 21st June, 1906. [128]

IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE L.G.M. Steamship.

SEYDLITZ. Captain C. Dörmann, will leave for the above ports TO-DAY, the 21st inst., at 10 a.m. NORDEUTSCHER LLOYD. For further Particulars apply to MELCHERS & CO., Agents. Hongkong, 21st June, 1906. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"TONKIN." Captain Charbonnel, will be despatched for the above ports on or about WEDNESDAY, the 27th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 21st June, 1906. [2]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"SEYDLITZ."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 26th June, at 9.30 a.m.

All Claims must reach us before the 2nd July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents. Hongkong, 20th June, 1906. [5]

THE EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship.

"NORDKAP."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 26th instant, at 9.30 a.m.

All Claims must reach us before the 2nd of July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THE EAST ASIATIC CO., LTD., MELCHERS & CO., Agents. Hongkong, 20th June, 1906. [230]

NEW ADVERTISEMENT

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship.

"CHINA." having arrived, Consignees of Cargo are hereby informed that Cargo is being landed and stored at their risk and expense in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

From Trieste, ex s.s. "Imperator," transhipped at Bombay.

From Venice, ex s.s. "Tirolo," transhipped at Trieste.

From Venice, ex s.s. "Espero," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon on the 26th June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th June will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents. Hongkong, 20th June, 1906. [13]

INTIMATIONS.

WANTED IN KOWLOON.

FURNISHED BEDROOM for Gentleman, in European Family, with or without Board.

Address:—Care of "Daily Press" Office. Hongkong, 19th June, 1906. [1276]

REMOVAL.

KWONG TAI LOY, Dealer in Rattan Furniture, Bamboo Blinds, Mattings, &c., has REMOVED from 13, Queen's Road to 39, DES VOEUX ROAD, same Building as Messrs. BRITTON & HUNT. Hongkong, 21st June, 1906. [1190]



SANITARY BOARD OFFICE. Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE LAWS (as amended), every domestic building or part of such building within the Western Division of the City of Victoria, occupied by members of more than one family must be CLEANSED and LAMP-WASHED THROUGHOUT by the owner during the months of May and June.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs, both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

G. A. WOODCOCK, Secretary. Dated this 1st day of June, 1906. [1257]

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free. Hongkong, 21st September, 1905. 688

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

37, DES VOEUX ROAD, CENTRAL.

From the University of Pennsylvania, U.S.A. Hongkong, 4th September, 1905. 1653

INSURANCES.

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE.

Current Rates. REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1905. 311

ALLIANZ INSURANCE COMPANY OF BERLIN.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against FIRE at Current Rates.

SIEMSEN & CO. Hongkong, 28th May, 1906. [1166]

LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against FIRE at current rates.

SIEMSEN & CO. Hongkong, 1st January, 1904. 29

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904, £1,161,230.

AUTHORISED CAPITAL, £3,000,000.

SUBSCRIBED CAPITAL, 2,750,000.

PAID-UP CAPITAL, 687,500 0 0.

RESERVE FUNDS, 3,061,236 12 3.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 9th June, 1906. [1567]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY,

the 28th June, 1906, at 11 a.m., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, COMPLETE CEMENT FACTORY,

originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Anatoly Charlampievich Tetjukov, of Sibirsk.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:—LOCOMOBILES (Wulf, Magdeburg); MILLING MACHINES (Said, Copenhagen); COILING INSTALLATIONS (Atlas Fabr.); ELECTRICAL (Allg. Elec. Comp.); TRUCKS, &c., &c., &c.

All in all the whole plant is very nearly the same as the Factory Klakkeberg, near Malmo, in Sweden.

Specifications of the Machines and Accessories as well as any further information may be obtained from:—SIEMSEN & CO., Hamburg & Hongkong, and LAWYER BUNOFF, in St. Petersburg, Wassili Ostrow, 4 Linie, Haus No. 5.

as well as from the Auctioneers, Messrs. HUGHES & HUGHES, Hongkong, 28th May, 1906. [197]

BY ORDER OF THE MORTGAGEE.

PARTICULARS AND CONDITIONS OF SALE OF VALUABLE LEASEHOLD PROPERTY, Situate at Victoria, Hongkong.

To be Sold by PUBLIC AUCTION, On MONDAY,

the 2nd day of July, 1906, at 3 o'clock in the afternoon, at his SALER ROOMS, Duddell Street, by Mr. GEO. P. LAMBERT, Auctioneer.

The Property comprises:—A LI. that Piece or Parcel of Ground situate lying and being at Victoria, in the Island of Hongkong, being Portion of Inland Lot No. 392 known and registered in the Land Office as SUB-SECTION No. 1 of SECTION A of INLAND LOT No. 366, containing 709 square feet or thereabouts, together with the messuage or tenement thereon known as No. 50, Queen's Road West, Victoria, Hongkong.

The said premises are held for the residue of the term of 99 years granted by a Crown Lease of Inland Lot No. 366, Subject to the payment of the Annual Sum of \$8.51, being a proportion of the (Crown Rent, and to the performance of the Lessee's covenants in the said Crown Lease reserved and contained.

Further Particulars and Conditions of Sale may be obtained from F. X. D'ALMADA E CASTRO, Solicitor for the Vendor.

or to GEO. P. LAMBERT, Auctioneer. Hongkong, 19th June, 1906. [1278]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 9 a.m. and 4 p.m. daily, Sunday excepted to receive and deliver perishable goods.

WM. PARLANE, Manager. Hongkong, 18th November, 1905. 47

BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands and the Republic of Panama.

CAPITAL AND RESERVE:—Gold \$10,000,000.

AUTHORISED:—Gold \$10,000,000.

CAPITAL PAID UP:—Gold \$3,250,000.

RESERVE FUND:—Gold \$3,250,000.

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SYDNEY BANK, LIMITED.

BRITISH LLOYD COMPANY BANK.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent. per annum.

For 6 months 4 per cent. per annum.

For 3 months 4 per cent. per annum.

Queen's Road, Central. Hongkong, 20th September, 1905. 942

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED:—Yen 2,000,000.

CAPITAL PAID-UP:—" 2,000,000.

CAPITAL UNPAID:—" 500,000.

RESERVE FUND:—" 10,500,000.

SPECIAL RESERVE FUND:—" 1,000,000.

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS:—Tokyo, Kobe, Nagasaki, Osaka, Lyons, New York, San Francisco, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Singapore.

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED.

PARTNERS: BANK, LIMITED.

THE UNION OF LONDON AND SYDNEY BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months 5 per cent.

" " " 6 " 4 1/2.

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BUSINESS DIRECTORY.

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taught workmen equal to Home
work.

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Iron, Steel, Metal and Hardware
Merchants, Wholesale and Retail
Ironmongers, Pig Iron and Foundry,
Coke Importers, General Store-
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35 & 37, Hing Loong Street
(1st Street West of Central
Market), Telephone No. 515.

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M. MUMEYA, JAPANESE ARTIST.

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IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE
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CARTRIDGES, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT in
all sizes, Nos. 10 to 888G. AIR GUNS and
AMMUNITION in Various Quantities.

WM. SCHMIDT & CO.
Hongkong, 29th November, 1902 893

HONGKONG HIGH-LEVEL TRAY-
WAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	8.00 a.m.	Every 10 minutes
8.00 a.m.	8.30 a.m.	Every 15 minutes
8.30 a.m.	9.00 a.m.	Every 10 minutes
9.00 a.m.	11.00 a.m.	Every 15 minutes
11.30 a.m.	12.45 p.m.	Every 15 minutes
12.45 p.m.	1.15 p.m.	Every 10 minutes
1.15 p.m.	1.45 p.m.	Every 15 minutes
1.45 p.m.	2.15 p.m.	Every 10 minutes
2.15 p.m.	3.40 p.m.	Every 15 minutes
3.40 p.m.	5.00 p.m.	Every 15 minutes
5.00 p.m.	8.00 p.m.	Every 10 minutes

Extra cars at 11.30 p.m. and 11.45 p.m.

SUNDAYS.

9.00 a.m.	9.00 a.m.	Every 15 minutes
9.00 a.m.	9.30 a.m.	Every 30 minutes
9.30 a.m.	10.30 a.m.	Every 10 minutes
10.30 a.m.	11.00 a.m.	Every 15 minutes
12.00 Noon	1.00 p.m.	Every 10 minutes
1.00 p.m.	4.00 p.m.	Every 15 minutes
5.00 p.m.	6.00 p.m.	Every 10 minutes
6.00 p.m.	7.00 p.m.	Every 15 minutes
7.00 p.m.	8.00 p.m.	Every 10 minutes

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Voeux
Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 12th July, 1905. 769

MITSU BISHI DOCKYARD
AND ENGINE WORKS.
NAGASAKI.

CODE WORD: "DOCK."

A.J., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length...	722 feet
Length on Blocks...	714 "
Width of Entrance on Top...	961 "
Width of Entrance on Bottom...	881 "
Water on Blocks at Spring Tide...	344 "

DOCK No. 1.

Extreme Length...	523 feet
Length on Blocks...	514 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide...	374 "

DOCK No. 2.

Extreme Length...	371 feet
Length on Blocks...	362 "
Width of Entrance on Top...	68 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide...	22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with
LATEST PLANTS & APPLI-
cations for BUILDING or
REPAIRING SHIPS, ENGINES, AND
BOILER, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.

The COMPANY has the powerful steamer
"OURA-MARU" (710 tons, 700 H.P.,
especially built for SALVAGE PURPOSES
equipped with necessary gear always ready
Short Notice. 1175

JUST PUBLISHED.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF
ARABIAN INTEREST.

By GEAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flowery Land," etc.)

THE VOLUME which consists of 361
pages, and includes a Sketch Plan of
historical interest showing the disposition of
the Forces at the battle of Kowloon, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
RENNIE.

Its description of Chinese Social Customs
and Superstitions, combined with the insight it
gives into political conditions in China makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese
Emblem in Gold.

Price \$3.50.

Tobacco obtained from MESSRS. KELLY & WALSH,
LTD., Messrs. W. BROWNE & CO., or from the
Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.

Hongkong, 23rd April, 1906.

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY,
LIMITED.AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PATROCLUS."

are hereby notified that the Cargo is being
discharged into Craft, and/or loaded at the
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 15th inst.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M., on the 21st inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 22nd inst.
will be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
24th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th June, 1906. 1910

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISANG."

having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods will be delivered from along-
side.

Cargo impeding the discharge or remaining
on board after 4 p.m., the 21st inst., will be
landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JAUDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th June, 1906. 1918

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Chartered Steamship

"CITY OF DELHI."

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as usual as
the Goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before
Noon To-day.

Goods not cleared by the 20th June will
be subject to rent.

All ship-damaged packages must be left in
the Godowns, and notice of same sent to this
Office before the 5th June, or claims in con-
nection therewith will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 19th June, 1906. 1937

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. E. La T. Leadham,
Shanghai.

Andromeda, cruiser, 11,000 tons, 16 guns, 15,500
h.p., Capt. Nelson Ommannoy, en route
Colombo.

Astraea, 2nd class cruiser, 4,350 tons, 10 guns,
7,000 h.p., Captain C. L. Vaughan-Lee,
Shanghai.

Brilliant, gunboat, 710 tons, 900 h.p., Lieut. E.
C. W. Dawson, Yangtze.

Britannia, gunboat, 710 tons, 900 h.p., Lieut.
W. L. Hamber, Yangtze.

Cadmus, British sloop, 1,070 tons, Comdr. H.
du Cass Luard, Yangtze.

Olio, British sloop, 1,070 tons, Comdr. H. D.
Wilkins, D.S.O., Hongkong.

Diadem, 1st class cruiser, 11,000 tons, 16 guns,
16,500 h.p., Capt. H. W. Searcy, Mrs. Bay.

Fane, torpedo-boat destroyer, 350 tons, 6 guns,
7,700 h.p., Lieut.-Comdr. Hughes,
Hongkong.

Flora, 2nd class cruiser, 4,350 tons, 10 guns,
7,000 h.p., Capt. Grant Dalton, S. American
Ports.

Handy, torpedo-boat destroyer, 290 tons, 6 guns,
4,000 h.p., Lieut.-Comdr. Cox, Shanghai.

Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., Lieut.-Comdr. R. Honiker,
Heaton, Shanghai.

Janus, torpedo-boat destroyer, 230 tons, 6 guns,
3,900 h.p., Lt.-Comdr. Darvall, Shanghai.

Kent, cruiser, armoured, 9,800 tons, 14 guns,
22,000 h.p., Captain S. V. Yde Horsey,
en route Shanghai.

King Alfred, British battleship, 14,000 tons,
Capt. Cecil R. Threlby, en route Shanghai.

Kinta, river gunboat, 331 tons, Lieut.-Com-
E. V. P. B. Dugmore, on Yangtze.

Munmouth, cruiser, 9,800 tons, Capt. J. A.
Luke, Mrs. Bay.

Moorehen, river gunboat, 180 tons, 2 guns,
Lieut.-Comdr. F. B. Noble, West River.

Officer, torpedo-boat destroyer, 350 tons, 6 guns,
Lieut.-Comdr. Kiddie, Shanghai.

Rambles, surveying ship, 383 tons, Comdr.
Chas. E. Moore, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 210
h.p., Lieut.-Comdr. Vaughan, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 210
h.p., Lieut.-Comdr. H. T. A. Lay, West River.

Snipe, river gun-boat, 85 tons, 2 guns, 210 h.p.,
Lieut.-Comdr. T. J. S. Lyons, Yangtze.

Tamar, receiving ship, 4,000 tons, 6 guns,
Commodore H. P. Williams, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. Secretan, on Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. West, Hongkong.

Virago, torpedo-boat destroyer, 360 tons, 6 guns,
6,300 h.p., Lieut.-Comdr. Stevenson,
Shanghai.

Waterwitch, surveying ship, 320 tons, 450 h.p.,
Comdr. A. W. Glendon, surveying.

Whiting, torpedo-boat destroyer, 350 tons, 6
guns, 5,800 h.p., Lieut.-Comdr. C. E. L.
Thomas, en route Shanghai.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.,
Lt.-Comdr. G. B. Spicer-Simson, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Comdr. Hugh Somerville, Yangtze.

Woodlark, gunboat, 15 tons, 2 guns, 550 h.p.,
Lieut.-Comdr. J. E. Knox, Yangtze.

TOKYO MARINE INSURANCE CO.,
LIMITED.

The Mitsui Bussan Kaisha, as the Hongkong
representatives of this company, have favoured
us with a copy of the last annual report. The
surplus fund in excess of capital now amounts
to Yen 3,724,688. The balance in hand on the
profit and loss account at the beginning of the
year was Yen 2,544,708; during the year the
total disbursements amounted to Yen 219,352.
The directors recommended the payment of a
dividend of 20 per cent. out of this account,
which absorbed Yen 75,000 and left the balance
of Yen 2,390,155 to be carried forward. The net
premiums for the year amounted to Yen
1,837,650, against which net claims and losses
were settled aggregating Yen 494,897. The
expenses amounted to Yen 157,915. There-
fore remained a balance of Yen 1,184,837,
to which was added interest of Yen 215,085.
It is proposed to increase the subscribed capital
to Yen 3,000,000 and the paid up capital to Yen
750,000 by the issuance of new shares to share-
holders.

THE NIPPON FIRE INSURANCE CO.

We note in the annual report of this company,
sent to us by the Mitsui Bussan Kaisha, the
Hongkong representatives, that the total reserve
funds, including reserve for unexpired risks,
amount now to Yen 2,421,495. Against
unexpired risks at March 31st, Yen 691,645
was held. A working balance of Yen 938,836
permitted a twenty per cent. dividend, a sub-
stantial bonus to the directors and auditors, and
the addition of Yen 266,388 to the reserve fund.
There is a special reserve against fluctuation of
investments of Yen 33,489.

THE COMMERCIAL UNION
ASSURANCE CO., LD.

From Mr. Tranchard Davis, the Branch
Manager and underwriter for this Company at
Hongkong, we learn that the company's loss in
San Francisco will not exceed one million
sterling. As the profit for the year 1905 reached
257,000 and the total assets exceed twelve
million pounds sterling, the Company can well
stand such a loss.

The *Post Magazine* and *Insurance Monitor*
says: "All four departments of the Commercial
Union Assurance Company are co-operating to
make this already great establishment one of the
most prominent undertakings of modern times.
The progress, too, is regular and steady, each
branch being of itself equal in size, importance,
and profit-yielding power to many separate
organisations in the several lines of business."
Early last year the Company linked itself with
the London and Lancashire Fire Insurance Com-
pany, Ltd. and the London and Lancashire Life
Insurance Society, their oldest insurance office, and it continues
to push into the future with unabated vigour,
following up success with greater success,
and biding speculation as to the position
it may eventually occupy. The Fire
Insurance department of the Commercial Union
Assurance Company showed not only an
increase in revenue during 1905 but a surplus
on the operations far exceeding anything
hitherto achieved in the best of seasons. Part
of the rise in premiums would be due, no doubt,
to the effect of the before-mentioned absorption
and part to natural growth. The advance was
1107,077, in succession to the larger one of
415,892 in 1904, and the total premium income
was 2,574,789, making the fifteenth occasion
on which this item has had to be expressed in
seven figures and the first on which it has
exceeded two million pounds sterling. Accom-
panying the record premium receipts there was
a material fall in the amount of the losses, the
previous year being 1,937,202 in place of 2,160,815 in the
previous account, and the proportion of 62 per
cent. against 55.5 per cent. Indeed, the fire
losses in 1905 were the lightest in ratio through-
out the Company's career, except during the
first two years (1882 and 1883) when the trans-
actions were comparatively insignificant. Com-
mission and management expenses were about
three points higher and at 273,196 equalled
36.1 per cent. of the premium foreign state
charges, requiring payment of as much as
63 per cent. of the outlay. A trading profit thus
arose of the unprecedented sum of 1,286,674 and,
as a further 265,554 was received in interest,
the fire account produced a total surplus of
1,552,222—an achievement long to be remem-
bered in the annals of the Commercial Union.
Out of this huge amount 2167,000 was carried
to profit and loss account, 231,410 allowed in
bonus to the London and Lancashire shareholders
and 234,689, the addition being close upon two
and a half times the increase in the premiums.
The fire premiums from 1881 onward have
now totalled 23,894,720 and the losses
23,051,369, or an average of 59.34 per cent.

HONGKONG WEALTHY AND
MAGNIFICENT.

A SINGAPORE GUMBLE.

The *Straits Times* has discovered that
Singapore pays more than its fair share
of military contribution to the empire.
It says:—Mr. Harold Cox, the Cobden Club
member of parliament, has elicited fuller in-
formation by asking the Secretary of State for
War what is the annual cost of the troops
stationed in Ceylon, Hongkong, the West
Indies, and in the Straits Settlements, respec-
tively; and what is the amount of the annual
contribution received from each of these
Colonies? Mr. Buchanan, financial secretary for
war, replied that the figures for 1904-5
were as follows:—Ceylon, cost 2,217,003; colonial
contribution, 215,678. Hongkong (including
North China and Weihaiwei), cost 2,098,681;
contribution, 219,059. Straits Settlements
cost 2,245,617; contribution, 230,873. West
Indies cost 2,365,354; no contribution. This
is a fairly smart show-up of the way in which
this Colony is squeezed in comparison with the
treatment of its fellows. The West Indies cost
the Imperial treasury over 2,365,000, and pays
nothing. The difference between the military
cost and the military contribution in the case
of Ceylon is over 2,000,000; in that of Hongkong,
the difference is 1,878,622; while in that of the
Straits Settlements it is only 236,534—only
238,934. And the beauty of the matter in
which this Colony is concerned is that, so far
as we can see, in case of war, not a
soldier might be needed.

PLAGUE AT BOMBAY.

UNTRUSTWORTHY STATISTICS.

The improvement in the health of the city is
well maintained, says the *Times of India* on
May 20th. Last week the total mortality fell
to 4,362, a decline of 287 from the figures of the
preceding seven days. We are now rapidly
approaching a state of affairs when we shall
be able to say that the public health is
almost normal, that is taking plague as
endemic in our midst. For last year at this
time the total mortality was 12,570, so that
the city is little worse circumstanced than it
was a year ago, although the epidemic season
has moved forward nearly a month. By the
end of next week, if the present rate of
improvement is continued, the history of the
epidemic for 1905-6 will be written, and the
total loss from this cause contrasted with the
mean of the preceding years. Then it will
probably be found that despite the fact that the
ravages of the disease as a whole have been no
more severe than usual. The only unsatisfac-
tory feature in the returns is the considerable
proportion of deaths ascribed to unconvincing
causes. For instance, the plague deaths for the
week are put down at 511. For the correspond-
ing week of last year they were 577. Yet the
total mortality was then smaller by 81. This
difference is distributed amongst such causes
as measles, diphtheria, and diseases of the
respiratory system—just such heads, in
fact, as would be adopted if there was a good
deal of concealment of plague. Unless there is
some explanation forthcoming the only inference
is that there is much more plague in the city
than is shown in the mortality statistics.

CHINA-AUSTRALIAN CHILDREN.

NO TRUTH IN SLAVERY STORY.

A most sensational story concerning the
alleged sale of Australian children into slavery
in China, appeared on the *London Globe*. The
Straits Times is authoritatively informed that
the matter is void of truth, and to all appearance
a pure fabrication, concocted by some energetic
Australian journalist. This accusation against
a section of the Chinese population resident in
the Commonwealth is serious. It was said that
they were guilty of trafficking with children by
selling them into the hands of slavery, and that
"two children bright, good-looking, and having
the inevitable Chinese colour, with the red
tinge of Anglo-Saxon blood and good features,"
had been transported to China, presumably with
the object of being better educated, but that,
as a matter of fact, they had been sold for £50,
the explanation being that a mistress of English
mother and Chinese father in China is always being
looked for than the pure Chinese type. A
representative of the *Straits Times* had a chat
on the subject with Mr. J. M. Sinclair, the Com-
mercial Agent to the Victorian Government,
who travelled from Melbourne to Hongkong in
the same steamer as the two children.

"The story cut from the *Globe* is a pure
fabrication," he said. "Before I left Melbourne
in March there were rumours that two children
were being sold into slavery, and at once the
Government made strict investigation into the
matter. The police also instituted inquiries, and
it was ascertained that the rumour was without
foundation, as the two children referred to were
simply going to China to visit relatives, the
same as other children would do. Personally I
am surprised at the rumour getting into the
newspapers. I happened to be in Hongkong on
the same steamer as the children, and at once
the children were travelling steering-class,
and were in charge of a friend of the parents.
The little mites were favourites on voyage;
everybody made free with them, and I myself
gave them sweets and fruit. They were going
to Canton."

A BRITISH NATURAL GIFT.

THE BEST CUSTOMER MEN.

In two conspicuous instances, British
financial skill and enterprise have triumphed over
insurmountable difficulties, says the *London
Globe*. Mr. Rivett-Carnegie, "lent" by the
Indian Government to that of Bangkok, has so
revolutionised the whole Siamese system of
revenue collection that while taxation processes
much less heavily than in former times,
recurring deficits are replaced by recurring
surpluses. The happy result is that the Govern-
ment has plenty of money to spend on railways
and irrigation works, while the provincial
authorities being paid adequate salaries, no
longer need to help themselves by blackmailing
the population. In China, the Customs under
British management, are more productive of
revenue, the latest figures showing a growth of
over three-quarters of a million compared with
previous year's receipts, which were the largest
on record. To this success, also, there has been a
conscious diminution of official extortion, and
we gladly learn that vigilance and vigour of Sir
Robert Hart will probably be retained in the
high office which he has made his own. Un-
fortunately, his power extends no further: the
Peking Treasury spends the five millions now
annually poured into it by Customs for what-
ever purposes it prefers. At present, however,
the bulk of it goes towards the cost of rendering
the Chinese sea and land forces more efficient,
and in that way, England may claim to help in
the rehabilitation of the empire.

PRESBYTERIAN MISSIONS.

OCEAN STEAMSHIP COMPANY, LD.

CHINA MUTUAL STEAM
NAVIGATION CO. LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"PINGSUBY"	On 21st June.	
GLASGOW and LIVERPOOL	"ORESTES"	On 29th June.	
GLASGOW and LIVERPOOL	"OANPA"	On 5th July.	
GLASGOW and LIVERPOOL	"ASTYANAX"	On 5th July.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.	
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.	
GENOA, MARSEILLES and LIVERPOOL	"PATROCLOS"	On 20th July.	
LONDON, AMSTERDAM and ANTWERP	"PINGSUBY"	On 31st July.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"OANPA"	On 7th July.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"TEUCER"	On 13th July.	

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [910]

Hongkong, 24th May, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO	DATE
CEBU and ILOILO	"KAIFONG"	On 21st June.	
WEIHAIWEI, CHEFOO & TIENSIN	"KWEICHOW"	On 21st June.	
MANILA	"TAMING"	On 26th June.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TO W. C. CAIRNS & TOWNSVILLE, BRISBANE & SYDNEY and MELBOURNE	"CHANGSHA"	On 27th June.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED MALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 18th June, 1906.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 days across the Pacific to the "EMPIRE LINE." Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS	(Subject to Alteration)	ARRIVE VANCOUVER
"ATHENIAN"	3893 ... WEDNESDAY, 27th June	21st July.
"EMPIRE OF JAPAN"	6000 ... WEDNESDAY, 11th July	1st Aug.
"MONTEAGLE"	5500 ... WEDNESDAY, 18th July	11th Aug.
"EMPIRE OF CHINA"	6000 ... WEDNESDAY, 1st Aug.	22nd Aug.
"TARTAR"	4425 ... WEDNESDAY, 8th Aug.	1st Sept.
"EMPIRE OF INDIA"	6000 ... WEDNESDAY, 22nd Aug.	12th Sept.

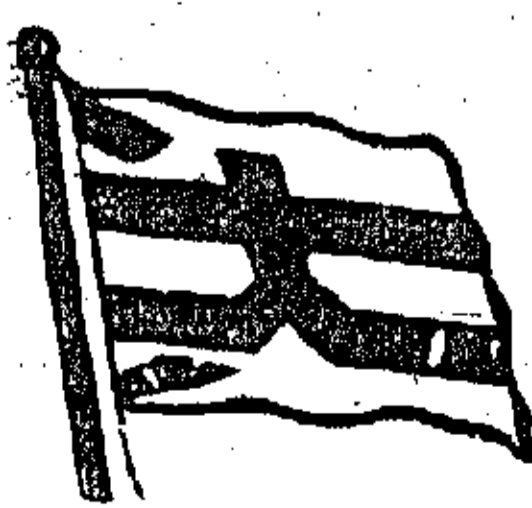
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE,
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC
OVERLAND TRAINS, RAILY from the PACIFIC to the ATLANTIC WITHOUT
CHANGE.

Hongkong to London, 1st Class, ... via St. Lawrence 280; via New York 462.
Intermediate on Steamers ... 240, ... 492.
and 1st Class Rail ...

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate"
passengers only to intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal ports and AROUND THE WORLD.
SPECIAL BATES (first class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Paddar Street and Praya, opposite Blake Pier

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OSA KA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSWI VIA SWATOW	"DAIGI MARU"	SUNDAY, 24th June, at 10 A.M.
TAMSWI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 1st July, at 10 A.M.
AMPING VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 27th June, A.M.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"AKAISUI MARU"	THURSDAY, 28th June, A.M.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.

Hongkong, 19th June, 1906.

T. ARIMA, Manager.

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INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	DATE
SHANGHAI VIA SWATOW	"HANGSANG"	Thursday, 21st June, 4 P.M.
MANILA	"YUENSANG"	Friday, 22nd June, 4 P.M.
TIENSIN VIA SWATOW & CHEFOO	"CHIPSUNG"	Saturday, 23rd June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUICANG"	Monday, 25th June, 3 P.M.
SANDAKAN	"MATSANG"	Saturday, 3rd July, daylight.

* These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Nowschwang & Yangtze
Ports.

* Taking Cargo on Through Bills of Lading to Kudat, Labad Data, Simporna, Tawau,
Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

Hongkong, 20th June, 1906.

JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [18]

IMPERIAL GERMAN MAIL
LINES.

NORDDREUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATE
PREUSSEN	THURSDAY ... 21st June
ZIETEN	WEDNESDAY ... 4th July
ROON	WEDNESDAY ... 11th July
SEYDLITZ	WEDNESDAY ... 18th July
BAYERN	WEDNESDAY ... 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY ... 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 22nd August
SACHSEN	WEDNESDAY ... 29th August
PRINZ HEINRICH	WEDNESDAY ... 5th September
ROON	WEDNESDAY ... 12th September
PRINZ LUDWIG	WEDNESDAY ... 19th September
ON THURSDAY, the 21st day of JUNE, 1906, at 5 P.M., the Steamship "PREUSSEN"	

Captain R. Meyer, with MALES, PASSENGERS, SPECIE and CARGO, will leave
this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on THURSDAY, the 19th June. Cargo and
Specie will be received on Board until 5 P.M. on WEDNESDAY, the 20th June, and Parcels
will be received at the Agency's Office until Noon, on WEDNESDAY, the 20th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$25.00,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR ... 1st Class ... 2nd Class ... 3rd Class

TO SOUTHAMPTON, LONDON, BREMEN
AND HAMBURG ... 1st Class ... 2nd Class ... 3rd Class

TO NEW YORK VIA SUEZ ... 1st Class ... 2nd Class ... 3rd Class

VIA NAPLES, GENOA OR GIBRALTAR ... 1st Class ... 2nd Class ... 3rd Class

VIA BREMEN OR SOUTHAMPTON ... 1st Class ... 2nd Class ... 3rd Class

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	TONNAGE	SAILING DATE
PRINZ WALDEMAR	3227 tons	TUESDAY, 26th June.
PRINZ SIGISMUND	3392 tons	TUESDAY, 24th July.
WILHELM	4763 tons	TUESDAY, 21st Aug.

ON TUESDAY, the 26th JUNE, at Noon, the Steamship "PRINZ WALDEMAR,"
Captain Woltemmes, with Males, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stew. Ins.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA ... 1st Class ... 2nd Class ... 3rd Class

TO NEW GUINEA ... 1st Class ... 2nd Class ... 3rd Class

TO BRISBANE ... 1st Class ... 2nd Class ... 3rd Class

TO SYDNEY ... 1st Class ... 2nd Class ... 3rd Class

TO MELBOURNE ... 1st Class ... 2nd Class ... 3rd Class

TO YOKOHAMA ... 1st Class ... 2nd Class ... 3rd Class

TO KOBE ... 1st Class ... 2nd Class ... 3rd Class

TO YOKOHAMA and back from KOBE ... 1st Class ... 2nd Class ... 3rd Class

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer ... 297. 0. 0.

TO EUROPE VIA AUSTRALIA AND AMERICA ... 96. 0. 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "SEYDLITZ" ... Thursday, 21st June, 10 A.M.

KOBE & YOKOHAMA ... Wednesday, 4th July.

SHANGHAI, NAGASAKI, "BAYERN" ... Wednesday, 4th July.

KOBE & YOKOHAMA ... Wednesday, 4th July.

YOKOHAMA and KOBE ... "PRINZ SIGISMUND" ... Wednesday, 4th July.

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O. S.S. Co.,
T. K. K. and from New York to Europe by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

To London via Plymouth or Southampton ... 1st Class ... 2nd Class ... 3rd Class

To Bremen ... 1st Class ... 2nd Class ... 3rd Class

To Paris via Cherbourg ... 1st Class ... 2nd Class ... 3rd Class

To Naples, Genoa via Gibraltar ... 1st Class ... 2nd Class ... 3rd Class

NORDDREUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 9th June, 1906.

MELCHERS & CO., AGENTS. [6]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, EGYPT, and LON-ON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERIAN GULF, CONFINANT,
AMERICAN AND SOUTH AMERICAN PORTS.

THE Steamship

"ARCADIA,"

Captain W. W. Coote, R.N., carrying His
Majesty's Mails, will be despatched from
this Port for MARSEILLES and LONDON
Direct on SATURDAY, the 20th June,
at Noon, taking passengers and cargo for the
above Ports.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 18th June, 1906. [1]

VESSELS ON THE BELT

REGULAR

STEAMSHIP SERVICE TO NEW

YORK

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT MALAKKA
COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905

"WRAY CASTLE" ... 23rd June.

"LOWTHER CASTLE" ... 29th July.

"SAINT EGBERT" ... to follow.

For Freight and further information, apply to

DODWELL & CO., LD.

Hongkong, 20th June, 1906. 787

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIOU, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the
above Ports on SATURDAY, the 30th inst., at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB LIVINGSTON & CO.

Hongkong, 6th June, 1906. [1218]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRASAMHA"

Captain Wilkes, will be despatched as above on
or about the 30th June.

For Freight, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 21st June, 1906. [1196]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENESK,"

Captain J. L. E. E. will be despatched as
above on or about the 10th July.

For Freight and Passage, apply to

McNEILL, BROS. & GOW,
Hongkong, 18th June, 1906. [1272]

SHIPPING IN PORT.

STEAMERS.

ALDERSHOT, British str., 1,554, W. W. Adam,
6th June—Saigon 1st June, Rice, 100
well & Co.

AMARA, British str., 1,566, C. J. Matlock,
14th June—Saigon, 10th June, Rice and
General—Jardine, Matheson & Co.

APALACHE, British str., 2,420, A. Mills, 8th
June—Shanghai 5th June, Refueled Petro-
leum—Standard Oil Co. Ltd.

ARHENA, British str., 3,883, A. O. Cooper,
13th June—Vancouver 14th May, Shanghai
9th June, Flour & General—C. P. R. Co.

BOURDON, French str., 801, Le Bail, 14th June
—Saigon 9th June, General—Chinese.

CAIRO, Norwegian str., 1,341, J. Larsen, 14th
June—Saigon 10th June, Rice—Aagaard,
Thomsen & Co.

CHINA, Austrian str., 3,855, John Danneberg,
19th June—Tientsin 27th May, Bombay
29th and Singapore 13th June, General—
Sander, Wier & Co.

CHRISTIAN, British str., 1,199, G. S. Weigall,
17th June—Chefoo 11th June, General—
Jardine, Matheson & Co.

CITY, British str., 2,226, J. R. M. Mc-

